

1912



Catalogue
No. 31

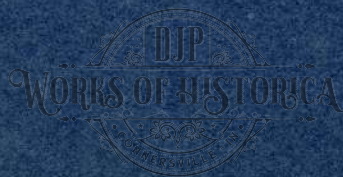


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A
CATALOGUE
Of The
Self-Starting
McFARLAN
SIX





SELF STARTING
McFARLAN SIX



McFARLAN MOTOR CAR CO.

CONNERSVILLE
I N D I A N A
· U · S · A ·

McFARLAN SIX SALES CO.

327-328 N. DELAWARE ST
WORKS OF HISTORICAL
INDIANAPOLIS, IND
CONNERSVILLE, IN

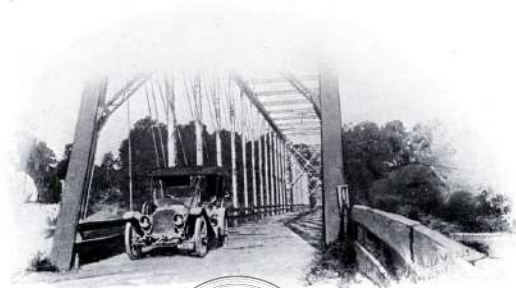


FOREWORD



OR over fifty years the name McFARLAN has been inseparably connected with the best in vehicle construction, first as builders of high grade horse drawn vehicles and later in the manufacture and production of high grade motor cars. Always first in the adoption of any idea or refinement that would improve their product, it is extremely significant that the first motor car to bear the McFarlan name plate, was a six cylinder machine.

With four years experience in building and producing this type of motor car exclusively, the present models of the McFarlan Six are almost that much ahead in construction and refinement of the great number of sixes that are being put on the market at the present time, in answer to the ever growing demand of the public for a medium weight and medium priced six, all of which the public has yet to pass upon and either approve or condemn at their own expense.



The McFarlan Motor Car Co., has always sought to acquire the best materials and ideas obtainable and as a result offers two standard types of chasses, described and illustrated in this book as a solution of the problem of selecting a medium weight, medium priced motor car.

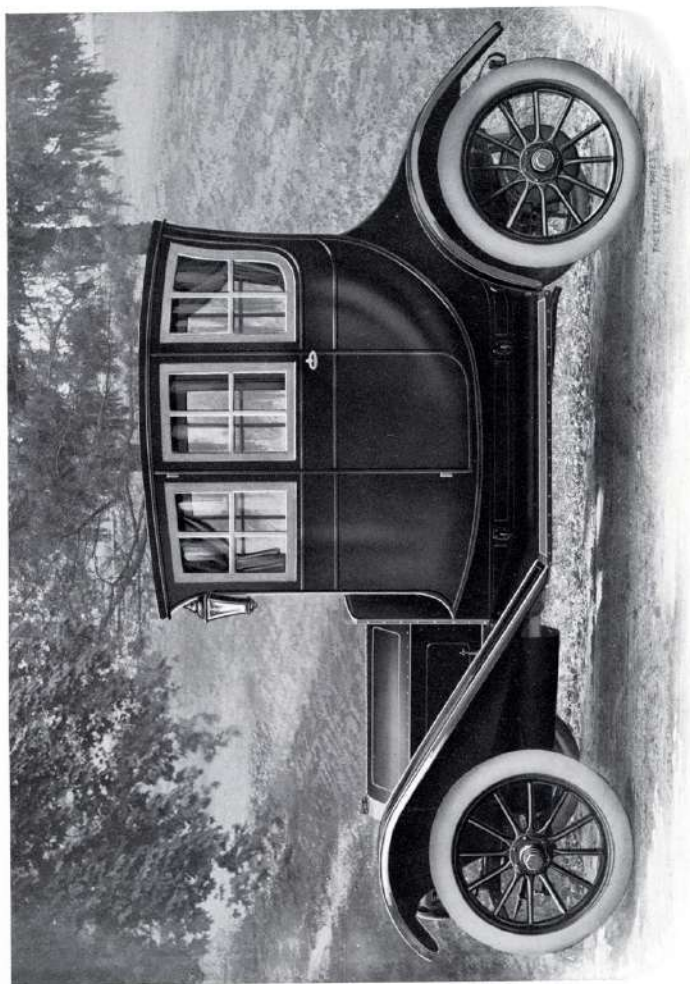
Nine different bodies are fitted to these two chasses ranging from two to seven passengers, all the product of our own plant, and the result of fifty years of coach building experience.

Fitted upon our 40-45 H. P. chassis, which is a "T" head type of motor with transmission mounted on rear axle, are Models 25, 26, 28 and 30.

On our 55-60 H. P. chassis are fitted Models 32, 33, 34, 36 and 38. This chassis is fitted with valve in the head motor with which is combined clutch and transmission into a unit.

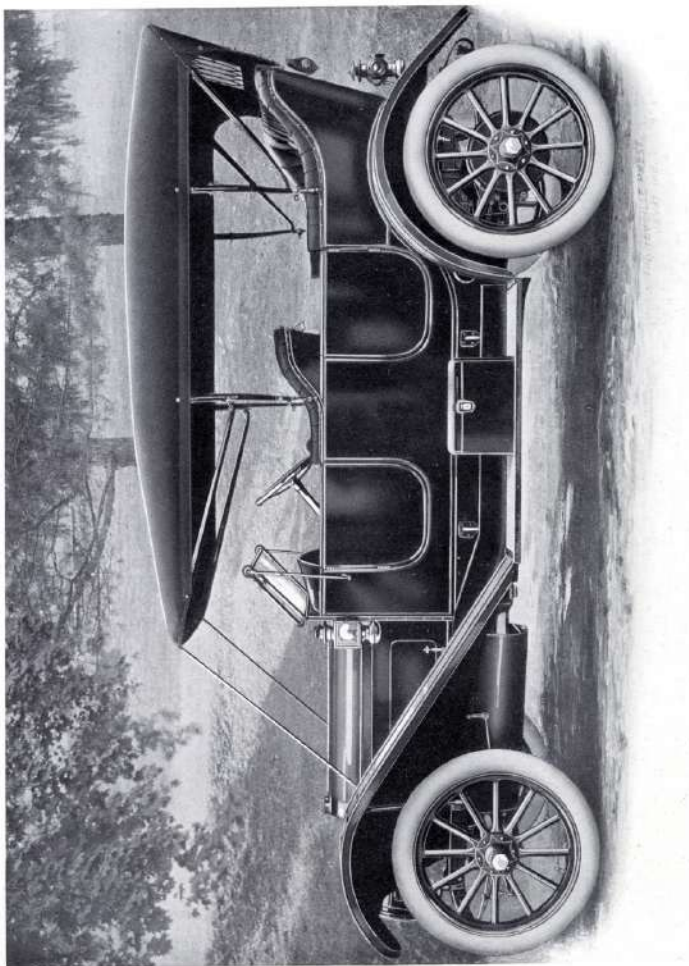
These two chasses, while totally different, each represents the final development of its individual type and the prospective McFarlan purchaser is particularly fortunate to have a choice of two types of construction, both standard and both backed by experience and responsibility of such a company.





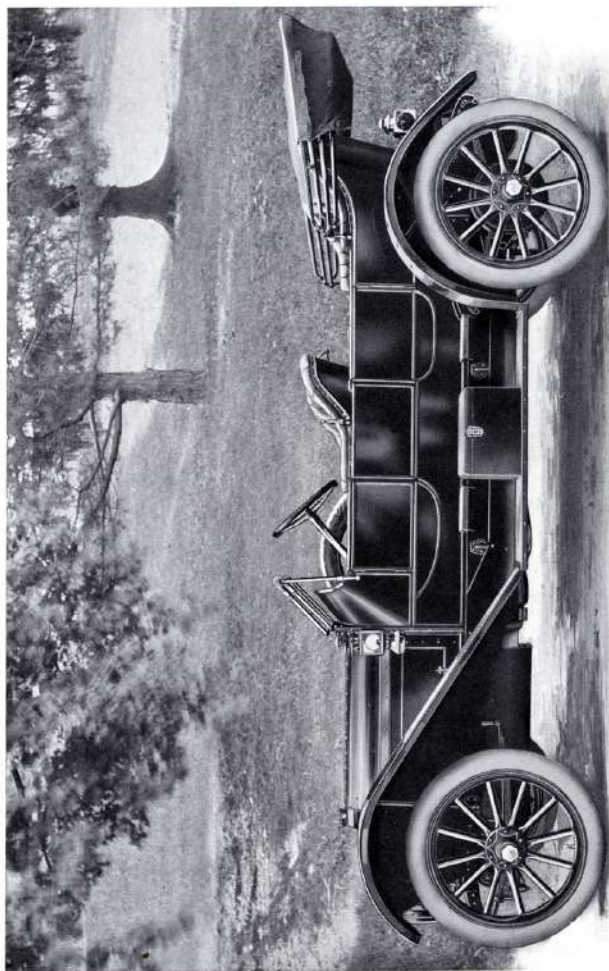
MODEL 25, COLONIAL COUPE 3 PASSENGER





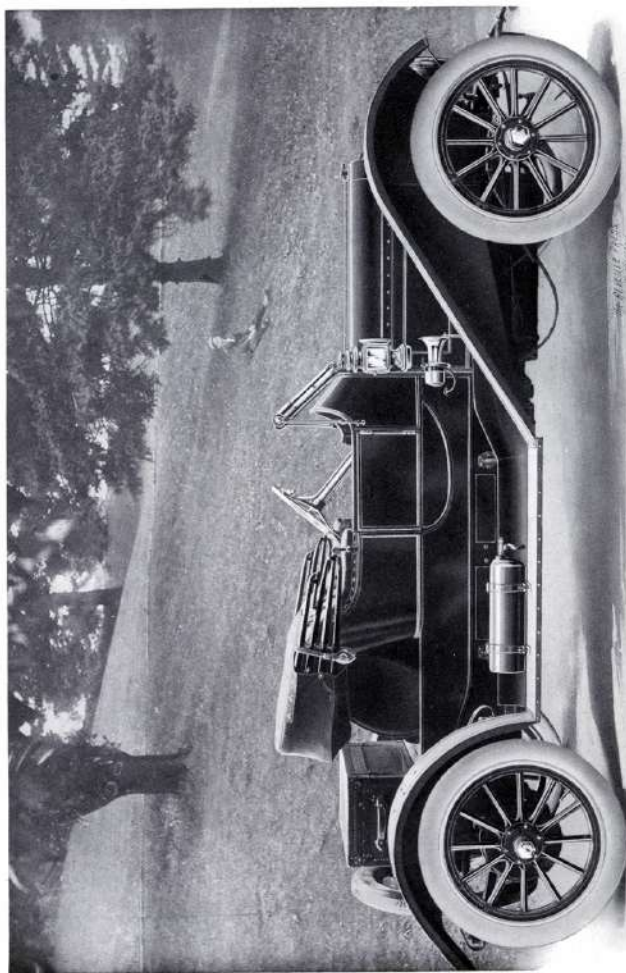
MODEL 26, 5 PASSENGER



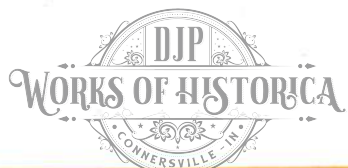


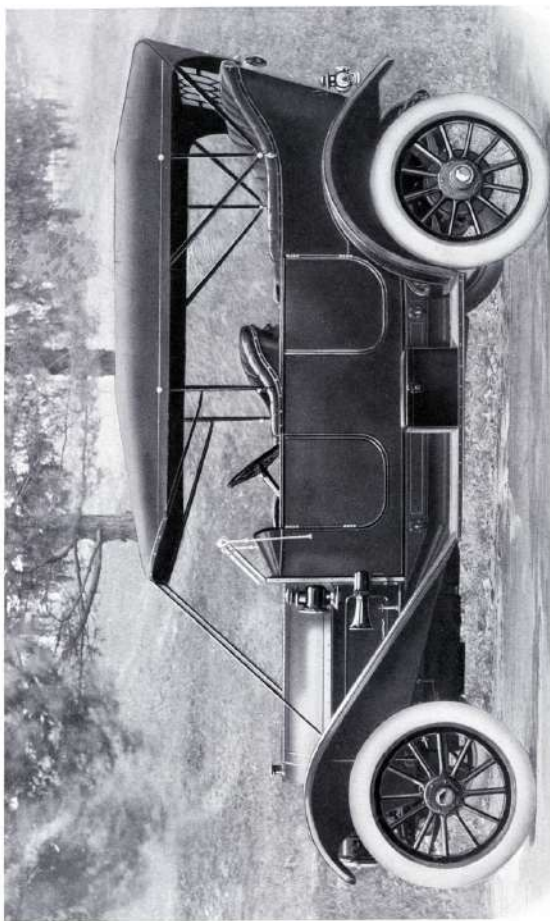
MODEL 28, 4 PASSENGER



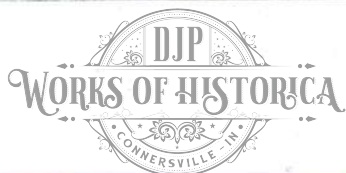


MODEL 30, 2 PASSENGER



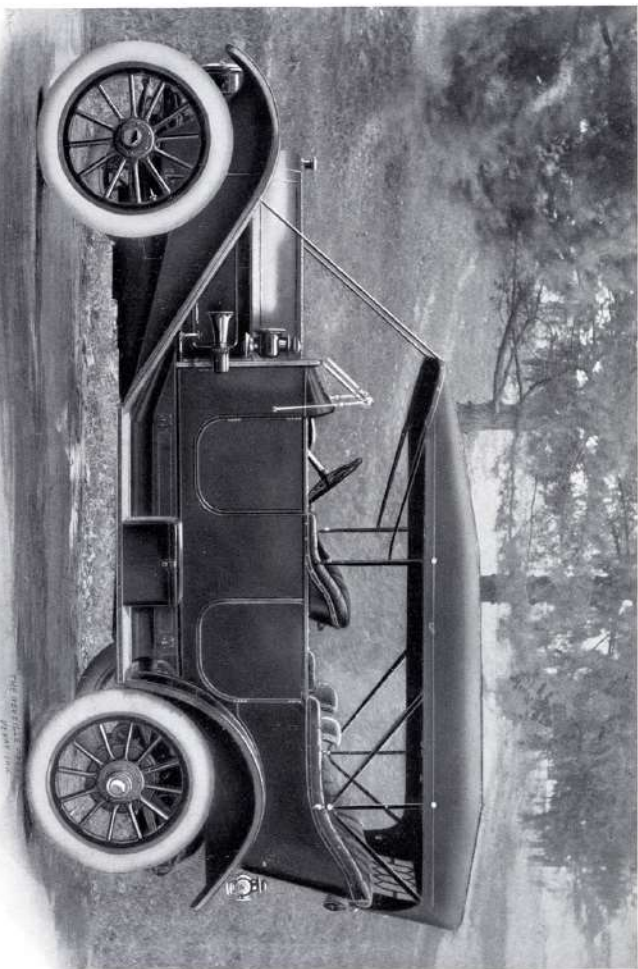


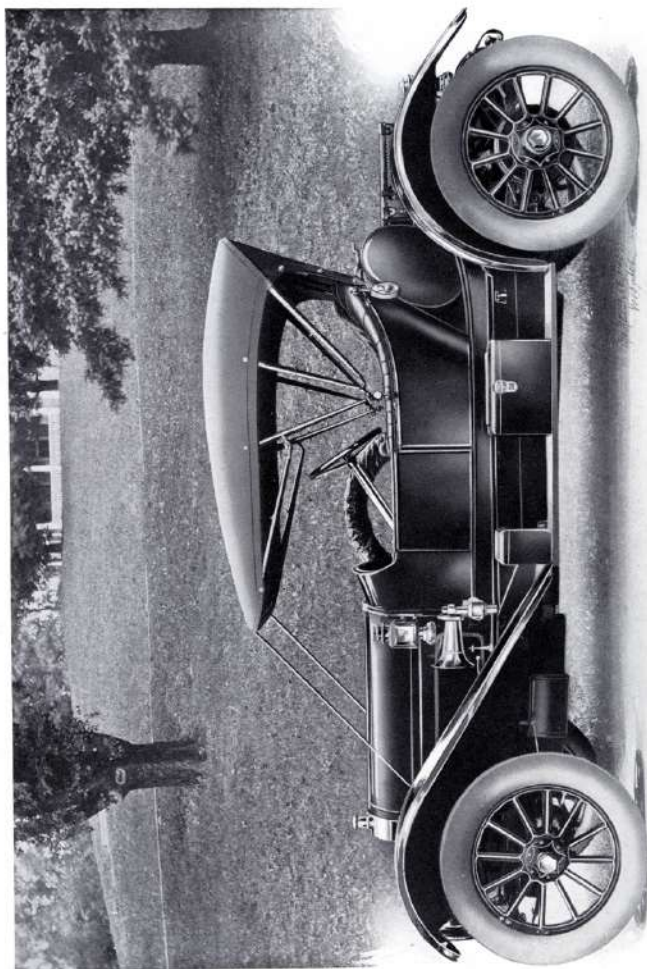
MODEL 32, 5 PASSENGER



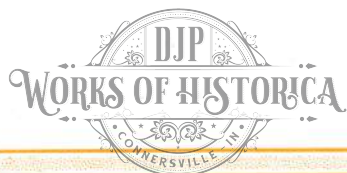


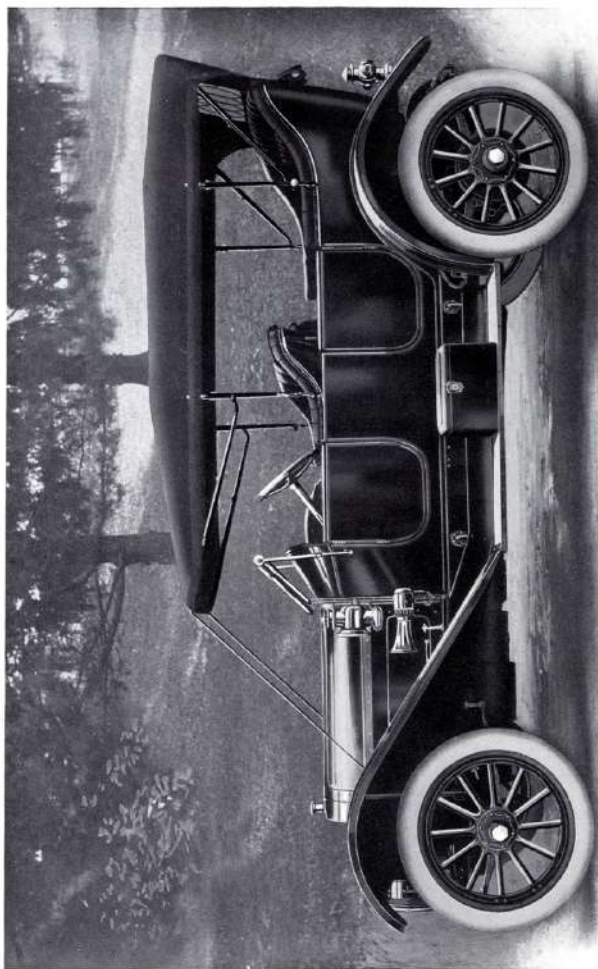
MODEL 33, 7 PASSENGER



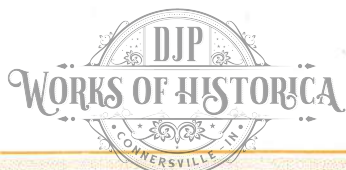


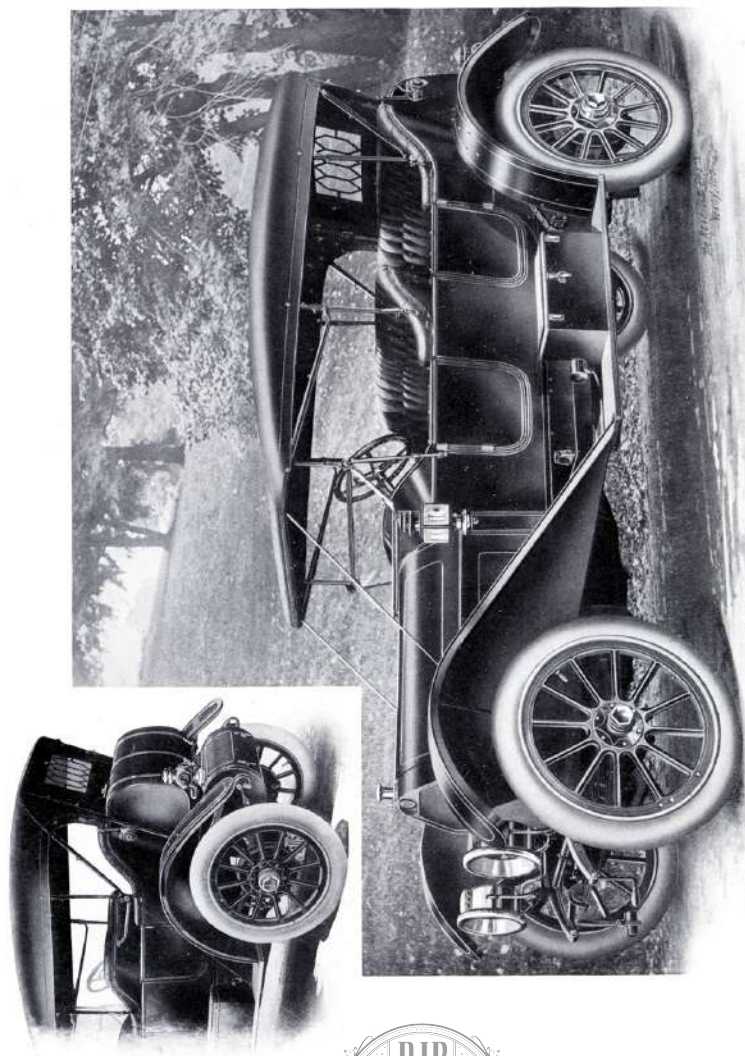
MODEL 34, 2 PASSENGER



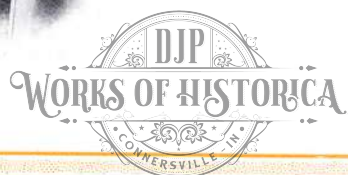


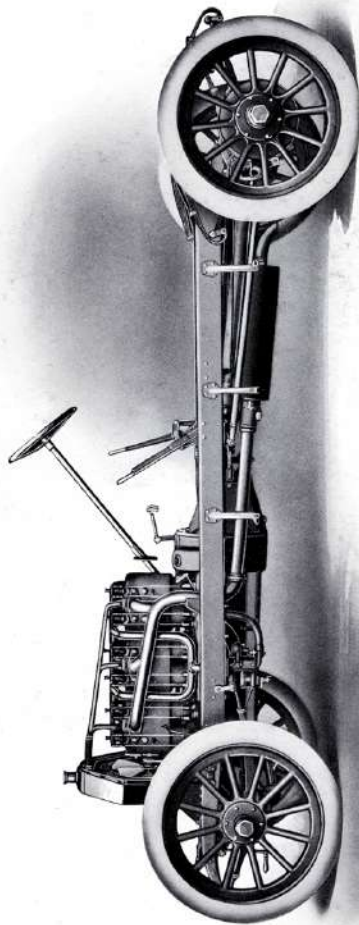
MODEL 36, 4 PASSENGER



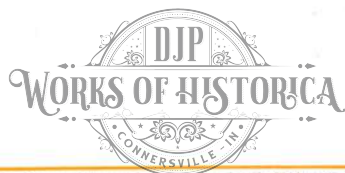


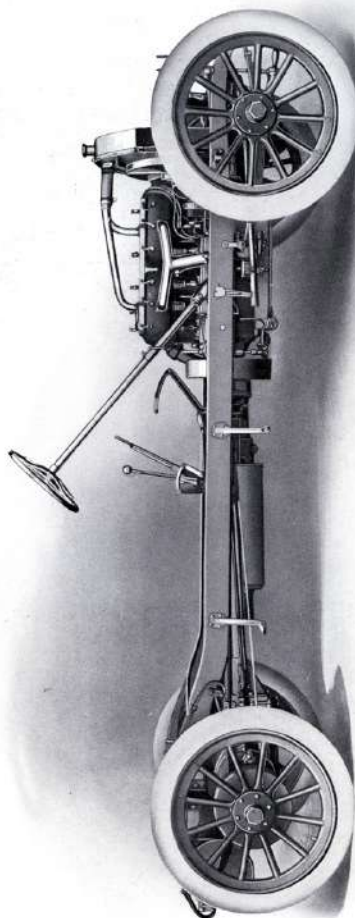
MODEL 38, 4 PASSENGER SPECIAL



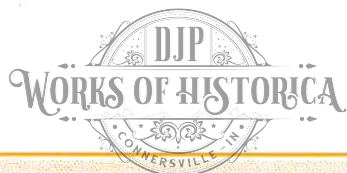


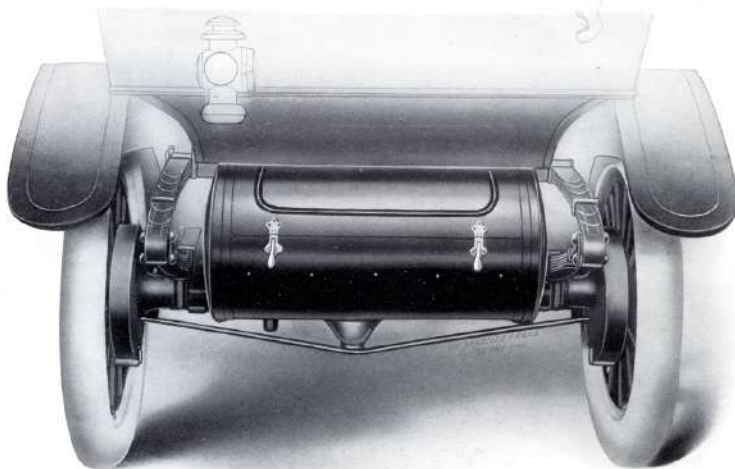
55-60 H. P. CHASSIS, SIDE VIEW



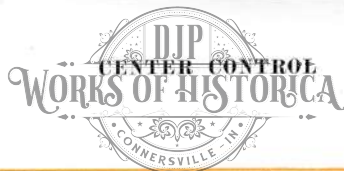


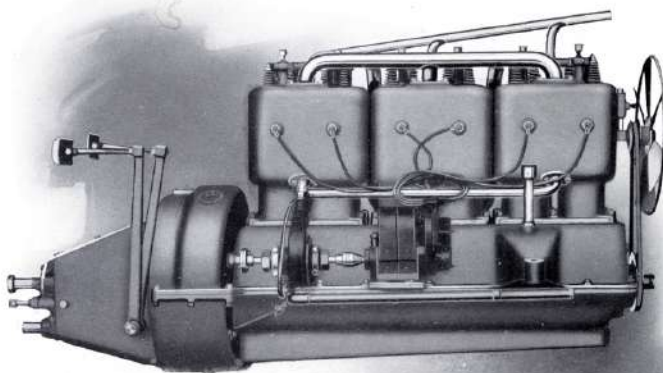
40-45 H. P. CHASSIS, SIDE VIEW



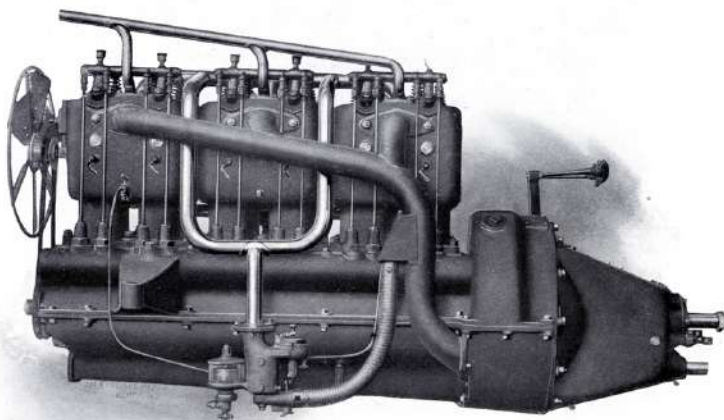


CURTAIN CARRIER



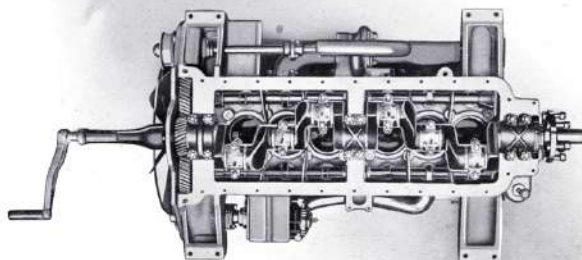


55-60 H. P. MOTOR, INTAKE SIDE

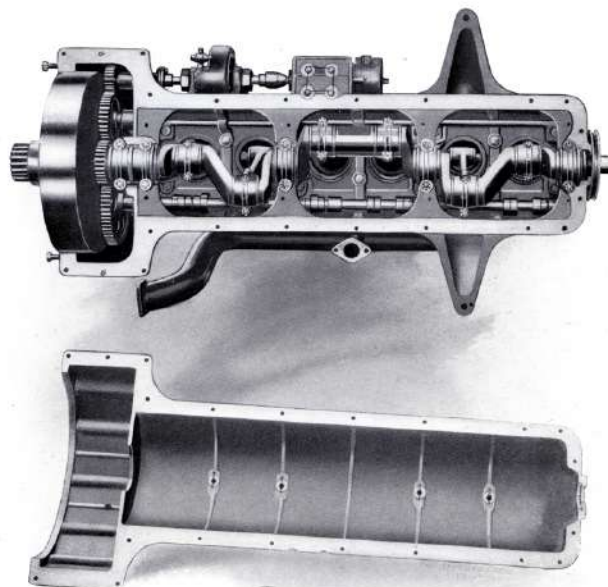


55-60 H. P. MOTOR, EXHAUST SIDE



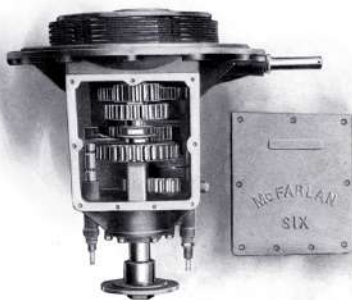


40-45 H. P. MOTOR. LOWER HALF OF CRANK CASE REMOVED



55-60 H. P. MOTOR. LOWER HALF OF CRANK CASE REMOVED

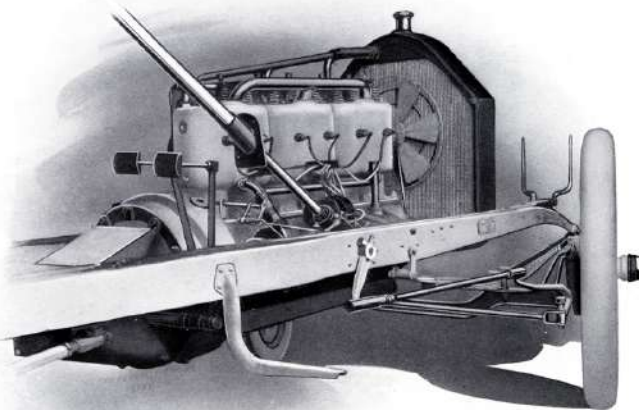




TRANSMISSION AND CLUTCH
55-60 H. P. MODEL



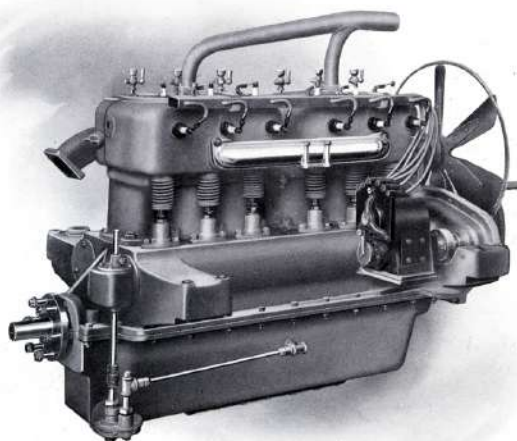
CLUTCH DISASSEMBLED
40-45 H. P. MODEL



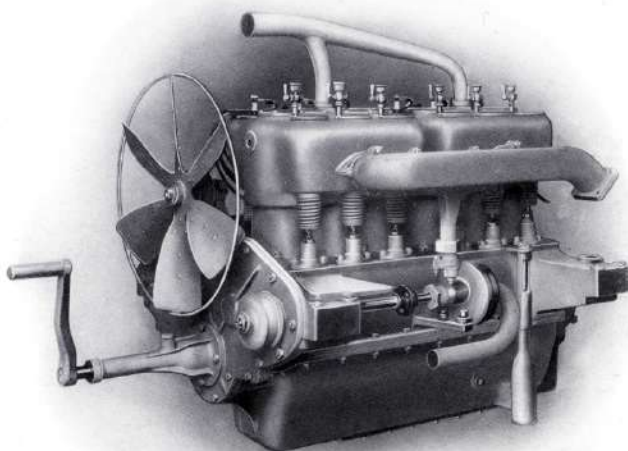
ARRANGEMENT OF STEERING CONNECTIONS

WORKS OF HISTORICA





40-45 H. P. MOTOR, INTAKE SIDE



40-45 H. P. MOTOR, EXHAUST SIDE





SPECIFICATIONS OF 55-60 H. P. MODEL

MOTOR—55-60 H. P. (will develop 66 on brake test). Valve in head type, cylinders cast in pairs, $4\frac{1}{4}$ in. bore by 5 in. stroke, 2 in. valves (practically 50 per cent of the bore). Crank shaft $1\frac{7}{8}$ in. 40-50 point carbon steel. Shaft is mounted on four large die cast bearings. Center bearings $2\frac{1}{4}$ in; end bearings $4\frac{1}{2}$ in. Connecting rods are of high grade carbon steel drop forged heat treated. Nickel babbitt die cast bearings throughout. Cylinders and pistons are of cast gray iron.

CLUTCH—Multiple disc in oil.

LUBRICATION—Circulating splash system.

COOLING—Water cooled circulation by gear driven centrifugal pump.

TRANSMISSION—Is unit with motor, bolted to the crank case. Three speeds forward and reverse. $3\frac{1}{2}$ per cent nickel steel gears. Nickel steel shafts mounted on New Departure annular bearings.

FRONT AXLE—Drop forged one piece I beam section, special heat treated, cup and cone ball bearings.

REAR AXLE—Full floating type. $3\frac{1}{2}$ per cent nickel steel gears. Nickel steel shafts mounted on New Departure annular bearings. Brakes 14 x 2 in. contracting and expanding.

CONTROL—Center control, both levers inside of body. Spark and throttle control mounted on top of steering wheel. Also foot accelerator.

FRAME—Pressed steel from $\frac{1}{4}$ in. stock. $4\frac{1}{4}$ in. channel.

SPRINGS—Front springs semi elliptic, six leaves 39 x 2 in., rear springs full elliptic double scroll ends, seven leaves 40 x 2 in.

WHEELS—36 in., 12- $1\frac{3}{4}$ in. spokes. Demountable rims.

Optional 32" or 34" wheels.

TIRES—37 x $4\frac{1}{2}$ in.

WHEEL BASE—128 in., 56 in. tread



STEERING GEAR—Worm and gear type, irreversible. 18 in. notched walnut steering wheel, special design.

GASOLINE SUPPLY—17 gallon gasoline tank, 2½ gallons in reserve, gravity feed.

IGNITION—Eisemann or Bosch dual magneto, battery for starting.

PAINTING—Golden brown, McFarlan green or blue black.

UPHOLSTERING—No. 1 machine buffed leather over oil tempered springs and best grade of curled hair.

EQUIPMENT—Self starter, demountable rims, Prest-O-Lite tank, nickel mounting, 5 lamps, top, curtain roll tank, windshield, Warner Speedometer, top hood, tire irons, Hartford Shock absorbers, jack, pump, tool and tire repair kit.

WEIGHT—3,600 pounds.

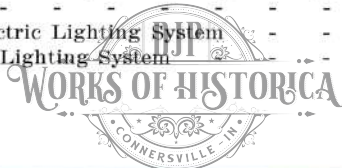
EQUIPMENT AND PRICE

Models 26, 28 and 30 equipped (see equipment page 23)	-	\$2,100.00
Models 32, 33, 34, 36 and 38 equipped (see equipment page 21)	\$2,750.00	
Model 25 equipped (see equipment page 23)	- - -	\$2,900.00

ADDITIONAL EXTRAS

(ALL MODELS)

Seat Covers	- - - - -	\$ 60.00
Wind Shield	- - - - -	30.00
Warner Speedometer, Model F.	- - - - -	50.00
Stewart Speedometer, Model 27	- - - - -	25.00
Top Hood	- - - - -	15.00
Spare Rim	- - - - -	15.00
Tire Irons	- - - - -	8.00
Electric Side and Tail Lamps with Storage Battery	- -	45.00
Trunk Rack	- - - - -	5.00
Gray & Davis Electric Lighting System	- - - - -	240.00
Esterline Electric Lighting System	- - - - -	180.00





SPECIFICATIONS OF 40-45 H. P. MODEL

MOTOR—40-45 H. P. (will develop 49 to 51 H. P. on brake test), "T" head type cylinders cast in blocks of three. 4 in. bore by 5 in. stroke, 2 in. valves (50 per cent of the bore) on opposite sides of motor. Crank case of extra heavy aluminum. Crank shaft 40-50 point carbon steel. 2 in. diameter. This shaft is mounted upon three large plain bearings, end bearings $3\frac{3}{4}$ in., middle bearing $2\frac{3}{8}$ in. Connecting rods are high grade carbon steel, drop forged heat treated. Nickel babbitt die cast bearings throughout. Cylinders and pistons are of cast gray iron.

CLUTCH—Multiple disc in oil.

LUBRICATION—Splash to connecting rods, force feed to main bearings by gear pump.

COOLING—Water cooled circulation by gear driven centrifugal pump.

FRONT AXLE—Drop forged one piece I beam section, special heat treated, cup and cone ball bearings.

REAR AXLE—Special design, semi floating, mounted on Hyatt and New Departure annular bearings, gears $3\frac{1}{2}$ per cent nickel. $2\frac{1}{4}$ in. double expanding brakes.

TRANSMISSION—Transmission is mounted on rear axle. This is mounted on New Departure annular bearings. Gears $3\frac{1}{2}$ per cent nickel. Nickel steel shafts, three speeds forward and reverse.

CONTROL—Center control. Brake and control levers inside of body. Spark and gasoline control mounted on top of steering wheel. Also foot accelerator.

FRAME—Pressed steel from $\frac{1}{4}$ in. stock. $4\frac{1}{4}$ in. channel.

SPRINGS—Front springs semi elliptic 39×2 in., six $\frac{1}{4}$ in. leaves, rear springs full elliptic double scroll ends 40×2 in., seven $\frac{1}{4}$ in. leaves.

WHEELS—36 in., 12- $1\frac{1}{2}$ in. spokes, demountable rims. **Optional 32" or 34" wheels.**



TIRES—36 x 4 in.

WHEEL BASE—124 in., 56 in. tread.

STEERING GEAR—Worm and gear type, irreversible. 18 in. notched walnut steering wheel, special design.

GASOLINE SUPPLY—17 gallon gasoline tank, 2½ gallons in reserve, gravity feed.

IGNITION—Eisemann or Bosch dual magneto, battery for starting.

PAINTING—Golden brown, McFarlan green or blue black.

UPHOLSTERING—No. 1 machine buffed leather over oil tempered springs and best grade white curled hair.

EQUIPMENT—Self starter, demountable rims, Prest-O-Lite tank, nickel mountings, 5 lamps, top, curtain roll tank, jack, pump, tool and tire repair kit.

WEIGHT—3,200 pounds.

GUARANTEE

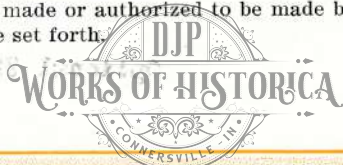
We guarantee the motor vehicles manufactured by us for one year after date of shipment. This guarantee being limited to the furnishing at our factory of such parts of the motor vehicles as should, under normal use and service, appear to us to have been defective in material or workmanship.

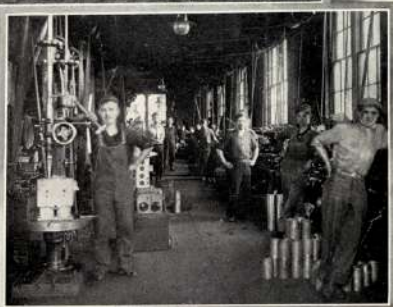
This guarantee is limited to the shipment to the purchaser, without charge except for transportation, of the parts defective and which, upon their return to us at our factory for inspection, we shall have determined were defective and provided the transportation charges for the part or parts returned have been prepaid.

We make no guarantee whatsoever, in respect to tires, magneto, accessories, etc.

The condition of this guarantee is such that, if the motor vehicle to which it applies is altered or repaired outside of our factory, our liability ceases.

The purchaser understands and agrees that no guarantee of motor vehicles is made or authorized to be made by the company, other than herein above set forth.





CUT OF FACTORY AND TWO VIEWS OF MOTOR DEPARTMENT.

